

Colorado Department of Transportation

Transportation Facts

2010



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VISION, MISSION AND VALUES

Vision

To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.

Mission

To provide the best multi-modal transportation system for Colorado that most effectively moves people, goods and information.

Values

Safety- We work and live safely! We protect human life, preserve property and put employees' safety before production.

People- We value our employees! We acknowledge and recognize the skills and abilities of our coworkers, place a high priority on employee safety and draw strength from our diversity and commitment to equal opportunity.

Integrity- We earn Colorado's trust! We are honest and responsible in all that we do and hold ourselves to the highest moral and ethical standards.

Customer Service- We satisfy our customers! With a can-do attitude we work together and with others to respond effectively to our customer's needs.

Excellence- We are committed to quality! We are leaders and problem solvers, continuously improving our products and services in support of our commitment to provide the best transportation system for Colorado.

Respect- We respect each other! We are kind and civil with everyone, and we act with courage and humility.

DEPARTMENT HISTORY

Late 1800s The majority of Colorado's roads were privately built by stage or mining companies or built as toll roads by individuals.

1909/1910 In 1909, a three-member Highway Commission was formed to approve highway work and allocate funds. The Commission first took action on highway projects in 1910.

1913 The state Legislature created the Internal Improvement Fund solely for highway purposes. Revenue from highway user fees was allocated to the state and counties at a 50/50 ratio.

1916 The Federal Road Act was passed and funds were allocated to the states based on specific criteria.

1917 The State Highway Fund was created and a department was formed to approve highway construction projects. The department consisted of a five-member Highway Commission, executive director and staff.

1921 The State Highway Department was created, as well as a seven-member advisory Commission.

1952 A new eight-member, policy-making Highway Commission was established.

1971 An amendment to the Colorado Constitution permitted the Governor to appoint all Highway Department directors.

1983 The Colorado State Patrol was removed from the Highway Department and placed with the newly created Department of Public Safety.

1987 The General Assembly increased the number of highway commissioners to 11.

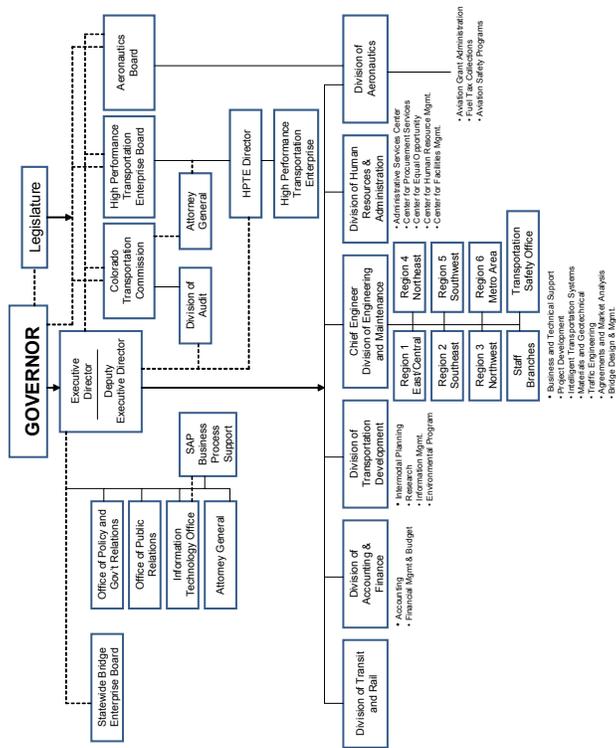
1991 The Department of Highways became the Colorado Department of Transportation (CDOT).

2002 The Colorado General Assembly passed legislation creating the Colorado Tolling Enterprise (CTE), a division within CDOT.

2009 The Colorado General Assembly passed FASTER legislation, disbanding the CTE and creating the Colorado High Performance Transportation Enterprise (HPTE) and the Statewide Bridge Enterprise.

2010 CDOT celebrates its 100 year anniversary.

ORGANIZATION CHART



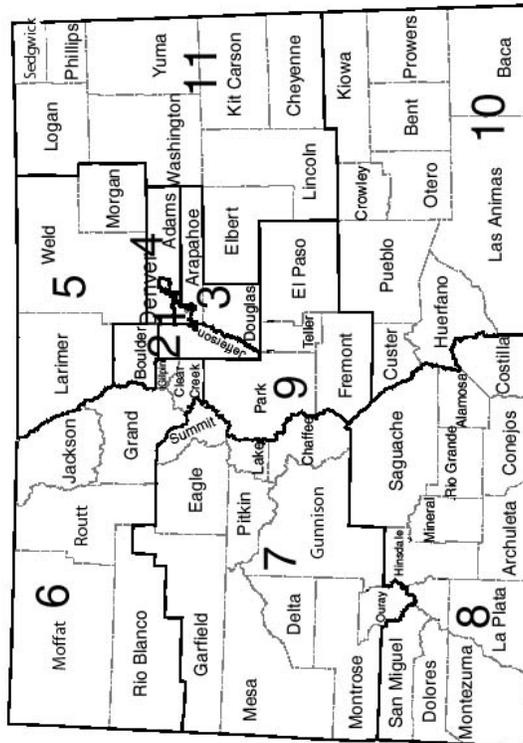
GENERAL INFORMATION

TRANSPORTATION COMMISSION

Colorado's Transportation system is managed by CDOT under the direction of the state Transportation Commission. The Commission, non-partisan and statutorily authorized, is comprised of 11 commissioners who represent specific districts. Each commissioner is appointed by the Governor, confirmed by the Senate and serves a four-year term.

District 1 Michael Cheroutes	District 7 Doug Aden
District 2 Jeanne Erickson	District 8 Steve Parker
District 3 Gary Reiff	District 9 Les Gruen, Vice Chair
District 4 Heather Barry	District 10 Gilbert Ortiz, Sr.
District 5 Bill Kaufman	District 11 Kimbra Killin, Chair
District 6 George Krawzoff	Secretary Stacey Stegman

COMMISSION DISTRICTS



GENERAL INFORMATION

HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE

The High-Performance Transportation Enterprise (HPTE) was formed in 2009 as part of the FASTER legislation, taking the place of the Colorado Tolling Enterprise. The HPTE operates as a government-owned business within the Department and is a division of CDOT.

The goal of the HPTE is to pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will improve the safety, capacity and accessibility of the surface transportation system; can feasibly be commenced in a reasonable amount of time; will allow more efficient movement of people, goods and information throughout the state; and will accelerate the economic recovery of the state.

Such innovative means of financing projects includes, but aren't limited to, public-private partnerships, operations concession agreements, user fee-based project financing, and availability payment and design-build contracting.

HPTE MEMBERS

Michael Cheroutes Transportation Commissioner	Dan Cleveland Pikes Peak Area Appointee
Doug Aden Transportation Commissioner	Stan Matsunaka North Front Range Appointee
Heather Barry Transportation Commissioner	Tim Gagen I-70 Corridor Appointee
Charlotte Robinson Denver Metro Area Appointee	

STATEWIDE BRIDGE ENTERPRISE

The Statewide Bridge Enterprise was formed in 2009 as part of the FASTER legislation. It operates as a government-owned business within the Department. The Colorado Transportation Commission serves as the Statewide Bridge Enterprise Board.

The goal of the Bridge Enterprise is to finance, repair, reconstruct and replace any designated bridge as promptly and efficiently as possible, with a focus on Colorado's poor bridges.

In order to accomplish this goal, the Bridge Enterprise may impose a bridge safety surcharge, issue revenue bonds or contract with any other governmental or nongovernmental source of funding for loans or grants. The bridge safety surcharge has already been implemented through vehicle registration fees and all funds collected through the surcharge will be placed in a "bridge special fund."

COLORADO AERONAUTICAL BOARD

The seven-member Colorado Aeronautical Board was created by statute in 1988 and works closely with the 76 public-use airports in Colorado to maintain, develop and improve the state's aviation system.

CDOT's Aeronautics Division, created in 1991, supports Colorado's general aviation community through fuel tax entitlement funds, a discretionary aviation grant program and long-range system planning in partnership with Colorado's general aviation airports. The Colorado Aeronautical Board provides direction and oversight to CDOT Aeronautics.

**Eastern Plains
Governments**

Harold Patton, Chair

**Eastern Plains
Governments**

Louis Spera

**Western Slope
Governments**

Dale Hancock, Vice Chair

**Western Slope
Governments**

Dave Ubell

Airport Management

Dennis Heap, Secretary

Pilot Organizations

Joseph Thibodeau

Aviation Interests-at-Large

Debra Wilcox

Director

Vacant

DEPARTMENT CONTACTS

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Executive Director
Peggy Catlin
Deputy Executive Director
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Office of the Chief of Engineer

Pam Hutton, Chief Engineer
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Division of Staff Branches

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Region 3 Weldon Allen
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Region 4 Bob Garcia
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Region 5 Richard Reynolds
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Region 6 Reza Akhavan
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Heather Copp
Chief Financial Officer
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**Division of Transportation
Development**

Jennifer Finch, Director
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**Division of Human Resources
and Administration**

Vacant
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Herman Stockinger, Director
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Office of Public Relations

Stacey Stegman, Director
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Kim Heldman
Chief Information Officer
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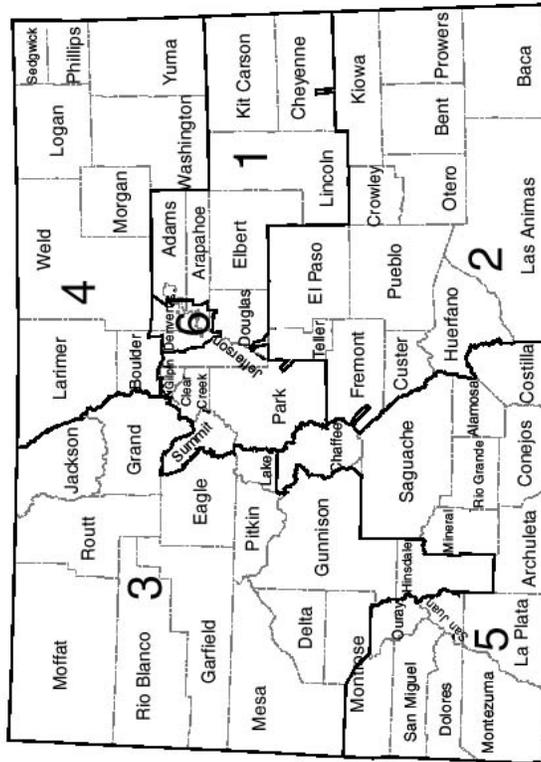
Division of Audit

Casey Tighe, Director
(303) 757-9687

Division of Aeronautics

Vacant
(303) 261-4418

TRANSPORTATION REGIONS



PLANNING PROCESS

Every CDOT project is identified in the Statewide Transportation Improvement Program (STIP) based on its ability to solve or improve a particular mobility, safety or system quality-related problem. Projects must be consistent with the Corridor Visions, Goals and Strategies set forth in the long-range Statewide and Regional Transportation Plans.

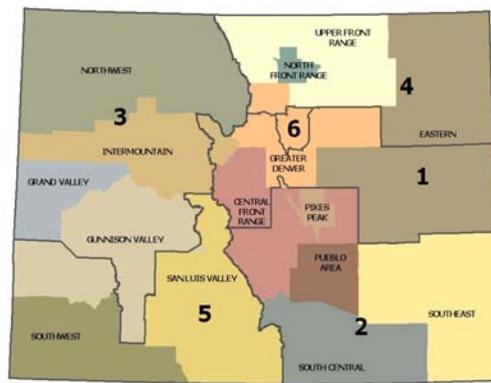
Long-Range Planning Process – Statewide and Regional Transportation Plans – 20+ year plans

1. Determine appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC) representative (see page 16.)
2. Participate in the corridor vision development and prioritization process held by the RPC and CDOT to determine the vision, goals, and strategies for all regional transportation corridors for the purpose of addressing the transportation needs for each planning region.
3. Regional Transportation Plans are adopted by respective RPC and integrated into the Statewide Transportation Plan which is adopted by the Transportation Commission. Public involvement is encouraged at the regional and statewide level.

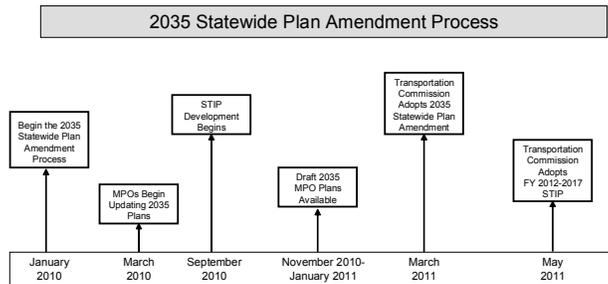
Deciding Which Projects Get Built – 6-Year STIP Program

4. The STIP process determines how available funds will be programmed over the next six years. In the process, regional representatives from CDOT conduct public participation called the Project Priority Programming Process (4P), consisting of optional county hearings, as well as mandatory individual and joint TPR meetings, to discuss recent accomplishments and identify local and regional funding priorities for the next few years.
5. Projects that are selected to be in the STIP must be consistent with the corridor strategies in the regional and statewide transportation plans and CDOT's regional constrained budget. CDOT prepares the draft STIP that identifies project funding.
6. The Draft STIP is reviewed to ensure compliance with state and federal regulations; made available for public comment, and approved for release to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by the Colorado Transportation Commission. FHWA and FTA approve the STIP.
7. STIP projects are then budgeted and designed.
8. In the case that STIP projects are advertised, a contractor is selected and work begins.

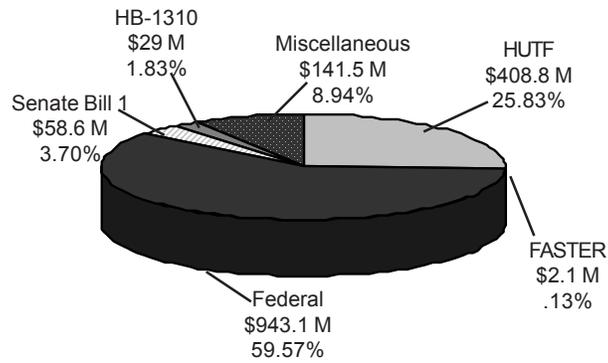
PLANNING REGIONS



PLANNING TIMELINE

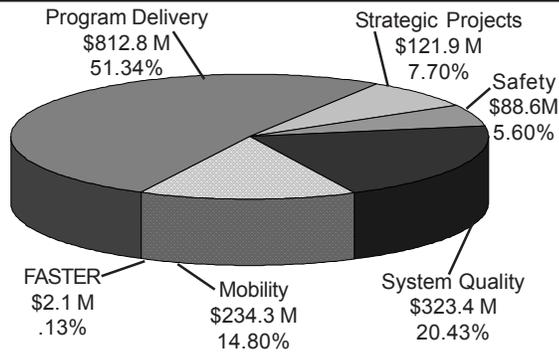


**FY 2009 ACTUAL REVENUE
\$1.5 BILLION**



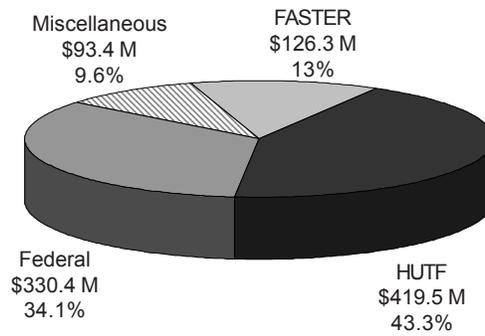
HUTF: Highway Users Trust Fund

FY 2009 ALLOCATIONS



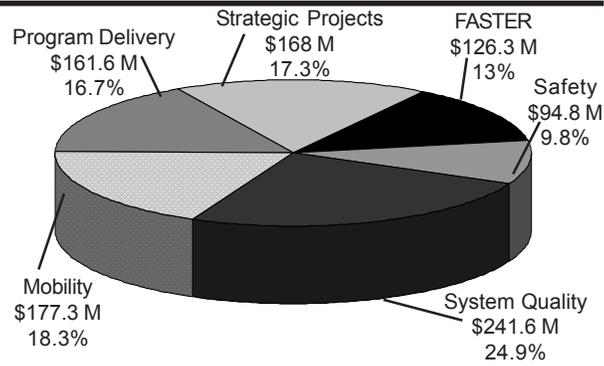
FINANCES

**FY 2010 ESTIMATED REVENUE
\$969.6 MILLION**

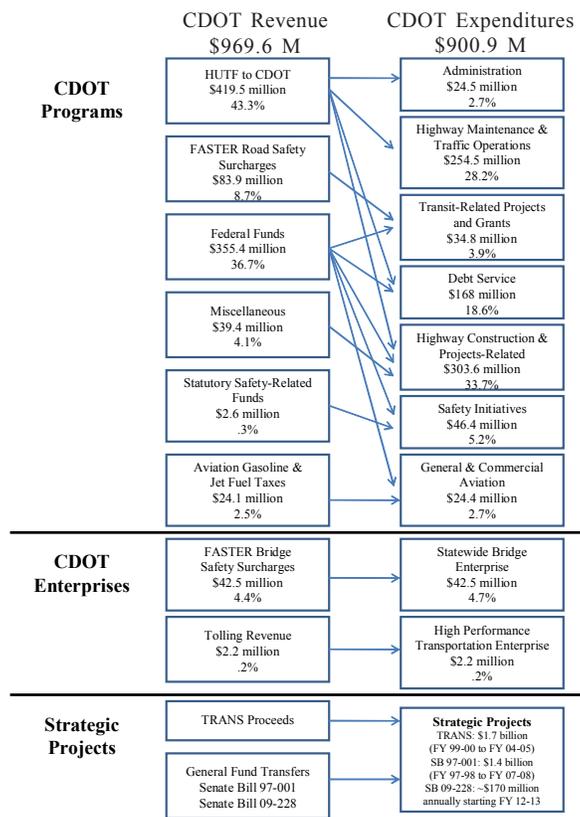


HUTF: Highway Users Trust Fund

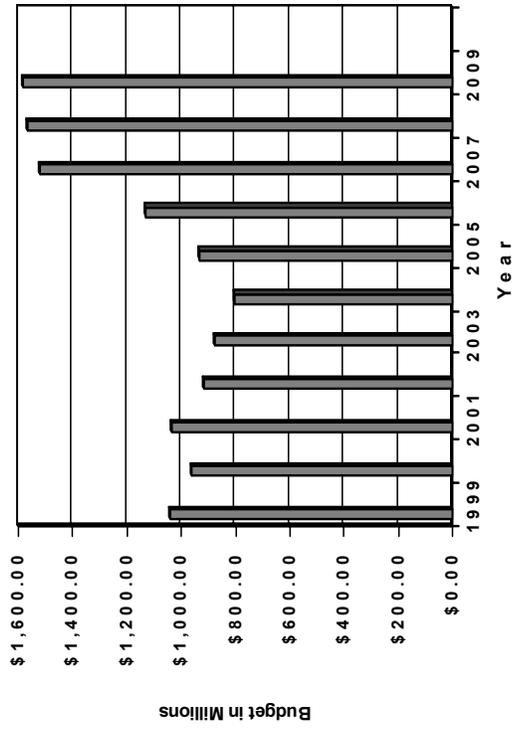
FY 2010 ALLOCATIONS



FY 2010 REVENUE DISTRIBUTION



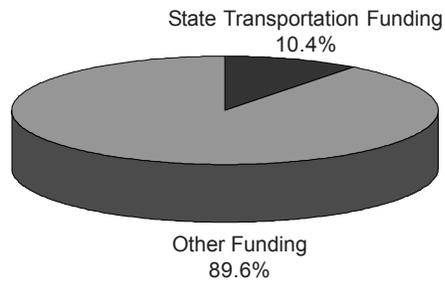
CDOT BUDGET HISTORY



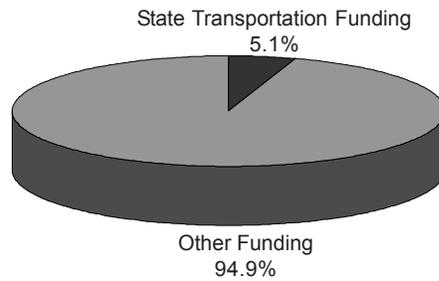
Source: Division of Financial Management and Budget (303) 757-9362

STATE BUDGET TO TRANSPORTATION

FY 1989



FY 2009



Source: Division of Financial Management and Budget (303) 757-9262

COLORADO'S FUEL TAX HISTORY

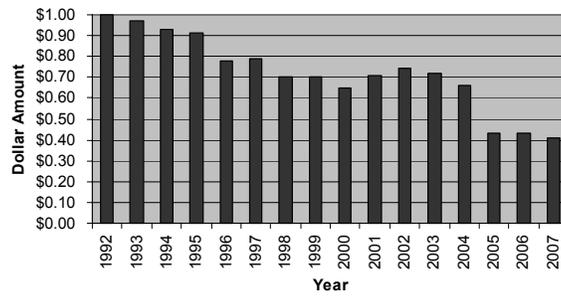
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

STATE MOTOR FUEL TAX RATES FOR COLORADO & SURROUNDING STATES

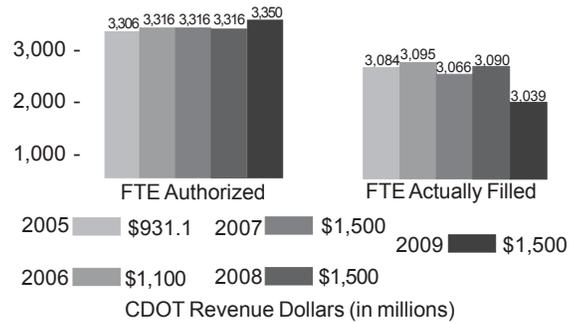
	Fuel Tax	Diesel Tax
Colorado	.22	.205
Kansas	.25	.27
Nebraska	.273	.273
New Mexico	.1888	.2288
Utah	.245	.245
Wyoming	.14	.14
National Average	.289	.276
Federal	.184	.244

Source: American Petroleum Institute, October 2009

RELATIVE VALUE OF MOTOR FUEL TAX



CDOT REVENUE (MILLIONS) VS FULL-TIME EQUIVALENT (FTE) COUNT



Source: Division of Financial Management and Budget (303) 757-9262

STRATEGIC TRANSPORTATION PROJECTS

In 1996, the Transportation Commission adopted this program identifying 28 high-priority projects for accelerated construction, establishing a minimum annual level of funding. In 1999, Colorado voters passed Referendum A, allowing CDOT to issue Transportation Revenue Anticipation Notes (TRANs bonds) to speed up the completion of the Strategic Transportation Projects. This program is funded by several sources of revenue in addition to bonds.

ALREADY COMPLETED OR FULLY FUNDED

- I-25/US 50/SH 47 Interchange
- I-25/US 36/I-76/I-270
- I-25- Owl Canyon Road to Wyoming
- C-470 Extension
- US 34- I-25 to US 85
- Santa Fe Corridor
- I-76/120th Avenue
- I-70/I-25 Mousetrap
- US 285- Goddard Ranch Court to Foxtan Road
- SH 82- Basalt to Aspen
- I-225 and Parker Road (State Highway 83)
- I-70 East- Tower Road to Kansas
- I-25- SH 7 to SH 66
- US 287- Broomfield to Loveland
- T-REX- Transportation Expansion Project I-25/I-225
- US 40- Berthoud Pass and in Winter Park
- US 50- Grand Junction to Delta
- I-25 through Colorado Springs
- US 160- Wolf Creek Pass

PROJECTS WITH REMAINING WORK

- US 287- Campo to Hugo
- US 160- SH 3 to the Florida River
- US 550- New Mexico State Line to Durango
- Powers Boulevard in Colorado Springs
- I-70 West- Denver to Eagle
- I-25 North- Denver to Fort Collins
- I-25- Denver to Colorado Springs
- East and West Corridors- environmental clearance will identify future projects

STATE ROAD CONDITION HISTORY

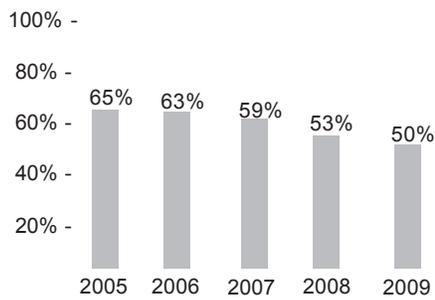
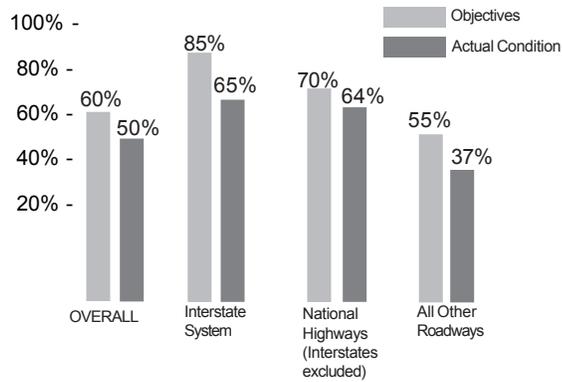


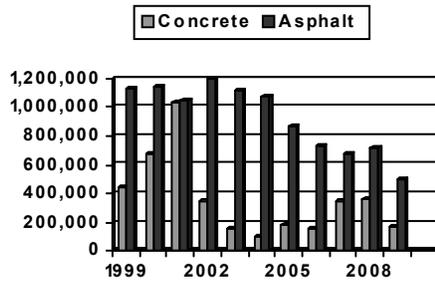
Chart shows all Colorado roadways in "fair" or "good" condition (condition data based on number of years remaining in service life).

2009 CONDITION OF STATE ROADS



Source: Division of Staff Branches (303) 512-4009

HIGHWAY ROAD SURFACE



All volume data is presented in cubic yards, for asphalt, 1.98 tons= 1 cubic yard

BRIDGE CONDITIONS (MAJOR STATE-OWNED BRIDGES)

Functional Classification	Total Bridges	Good	Fair	Poor
Principal Arterial (Interstate, Expressways & Freeways)	1,368	1,188	133	47
Other Principal Arterial	794	674	87	33
Minor Arterial	761	663	72	26
Collector	426	355	51	20
Local	80	66	12	2
Total	3,429	2,946	355	128

Source: Division of Staff Branches (303) 512-4009

ROADWAY STATISTICS 2008/2009

	Roadway Center Line Miles	Number of Bridges
State	9,144	3,429
County	58,771	3,171
City	15,518	1,512
Other*	4,826	120
Total	88,259	8,232

*Includes E-470 and Northwest Parkway

HIGHWAY MILES AND VEHICLE-MILES OF TRAVEL (2008)

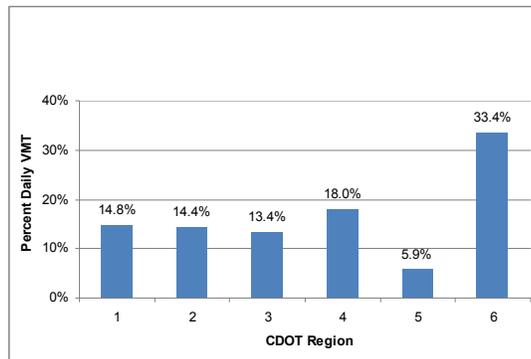
State Highway System		Change*
Center-line miles	9,144	.11%
Lane-miles	23,036	.15 %
Vehicle-miles traveled	28.1 billion	-.2.2%

Center-line miles measure roadway miles without accounting for the number of lanes.
Lane-miles, which measure the total distance of all roadway lanes, are a better indicator of CDOT's actual maintenance requirements.
Vehicle miles traveled (VMT) on all Colorado roads were 47.7 billion; VMT on state highways accounts for 59% of this total. The interstate system accounts for 10% of the total state system mileage, yet 40% of all VMT takes place on the interstate system.

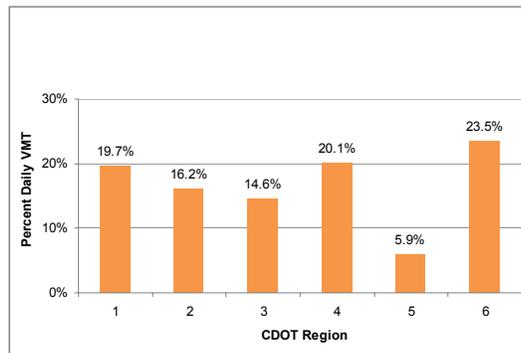
*Difference over the last year.

Source: Division of Transportation Development (303) 757-9525

DAILY VEHICLES-MILES TRAVELED



DAILY TRUCK VEHICLE-MILES TRAVELED



TYPICAL COSTS TO BUILD AND MAINTAIN HIGHWAYS (PER MILE)

Type of Improvement	Average Cost
New Construction	\$470,000
Widening	\$675,348
Reconstruction	\$521,892
New Interchange	\$5,805,270
Resurfacing	\$155,330

Costs include right of way and design for one mile of one lane only. Average costs are based on figures from Fiscal Year 2008.

Source: Division of Staff Branches (303) 512-4009

TYPICAL COSTS TO MAINTAIN/PLOW HIGHWAYS (PER MILE)

Activity	Average Cost
Maintain	\$2,853 per lane mile*
Plow/De-Ice	\$3.64 per plow mile**

** Cost includes all activities CDOT maintenance forces perform such as pavement repairs, minor resurfacing, sweeping, etc.*

*** Cost assumes one pass clears one full lane of highway. Cost is calculated on actual miles driven and includes product used in snow and ice control. All costs are based on Fiscal Year 2009 figures.*

Source: CDOT Staff Maintenance (303) 512-5502

REGISTERED VEHICLES IN COLORADO 2008

Automobiles	3,132,122
Buses	11,224
Trucks	1,037,355
Motorcycles	173,517
Other	686,048
Total	5,040,266

Source: Colorado Department of Revenue (2008)

LICENSED DRIVERS IN COLORADO 2008

Male	1,772,216	50%
Female	1,793,686	50%
Total	3,565,902	

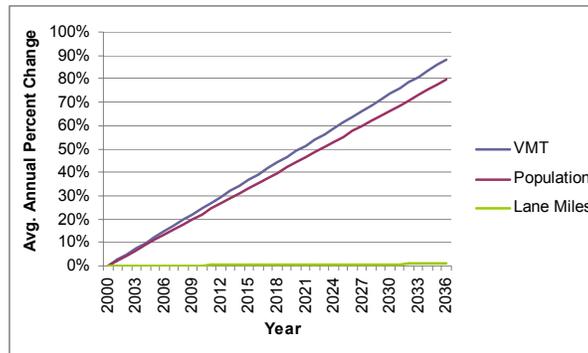
Source: Colorado Department of Revenue (2008)

COLORADO POPULATION

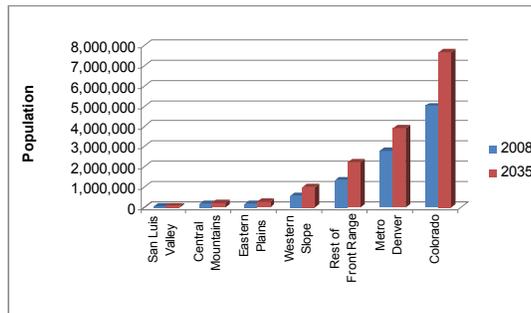
Colorado's population increased by 16.8% from 2000 to 2009, from approximately 4.3 million to 5 million. The 2009 estimates also show a 1.8 percent increase from 2008, ranking fourth nationally for the highest increase in population.

Source: US Census Bureau

VMT GROWING FASTER THAN POPULATION & LANE MILES



REGIONAL GROWTH CHART 2008-2035



CONGESTION STATISTICS

In 2008, approximately eight percent of Colorado's State Highway lane miles were congested and 27% of Colorado's urban highways were congested (based on lane miles). Congested roadway miles are projected to almost triple by 2035.

From 1990 to 2008, vehicle miles of travel on Colorado's Interstates increased by 67% while the number of lane miles of Interstates increased by 2%.

Vehicle travel on Colorado State Highways increased by 59% between 1990 and 2008, from 17.7 billion vehicle miles of travel (VMT) to 28.1 billion VMT. Vehicle travel on Colorado State Highways is projected to increase by another 66% by 2035, to 46.7 billion vehicle miles of travel.

In 2008, the average delay in congested corridors was 18 minutes per commuter. That average delay is expected to increase to 52 minutes by 2035.

Traffic congestion in Colorado costs licensed drivers \$1.35 billion (includes total cost for the three cities listed below and does not include other locations) a year in delays and wasted fuel. In the Denver metro area, the annual average cost is \$913 per person, in Colorado Springs it is \$460 per person and in Boulder it is \$229 per person. These figures are from Texas Transportation Institute's 2009 Urban Mobility Report.

Source: Division of Transportation Development (303) 757-9525

OVERVIEW AND STATISTICS

The maintenance program is split into two major categories. Regular maintenance covers items such as blading, revegetation, rockfall mitigation and much more. Snow and ice control involves plowing, sanding, and avalanche control.

During the 2009 fiscal year, CDOT maintenance employees tended more than 23,000 lane miles by:

- Repairing and maintaining more than 2.7 million square yards of roadway surface
- Utilizing 175,106 tons of asphalt and 906,663 gallons of liquid asphalt in asphalt preservation activities
- Striping more than 28,900 miles of roadway and creating 347,798 square feet of pavement markings using 1.9 million pounds of glass beads, 218,959 gallons of paint
- Snowplowing, sanding, and/or deicing 5.6 million miles of highway
- Applying 6 million tons of solid de-icer and 205.6 million gallons of liquid deicer to the highways
- Repairing and installing 180,811 feet of snow fence
- Disposing of 117,833 cubic yards of trash off the right-of-way with the help of 10,164 Adopt-A-Highway volunteers and another 10,038 bags of trash with the support of 19 corporate sponsors
- Replacing and repairing 77,895 signs and sign posts
- Replacing, installing, and repairing over 17.441 million linear feet of fencing along CDOT right-of-way

Source: CDOT Staff Maintenance (303) 512-5502

AVALANCHE PROGRAM

CDOT's Maintenance Program has developed and implemented an avalanche management program to maintain a level of safety for the traveling public and maintenance personnel.

Facts:

- CDOT's Avalanche Atlas has over **522** known avalanche paths
- CDOT regularly monitors and/or controls over **278** avalanche paths
- For avalanche season 2007-2008
 - CDOT triggered more than 500 *avalanches* with explosives, of which, **160 impacted** Colorado highways
 - CDOT experienced 719 *hours* of road closures, at various locations statewide, due to avalanche control
 - CDOT spent **8,845 hours** performing avalanche mitigation activities and cleanup

Source: CDOT Staff Maintenance (303) 512-5502

DRIVER SAFETY PROGRAMS

CDOT administers the state's federally-funded traffic safety program. The goal of the program is to reduce traffic deaths on Colorado's highways. Primary focuses of the program include reducing alcohol-related traffic deaths, increasing adult seat belt use and car seat and seat belt use for children, and reducing teen driving deaths.

In 2008, (the most recent statistics available), traffic deaths decreased by 1.1% to 548 compared to 554 in 2007. Colorado is also showing a downward trend in fatalities from 743 in 2002 to 548 in 2008.

In 2008, alcohol was involved in 213 (38.9%) of Colorado's 548 fatalities. On July 1, 2004, a .08 blood alcohol content (BAC) law took effect, lowering a Driving Under the Influence (DUI) charge from .10 BAC to .08 BAC. Colorado also retains a Driving With Ability Impaired (DWAI) offense at .05 BAC.

In 2008, drivers and passengers accounted for 486 of the traffic-related deaths, in which 98 were motorcycle fatalities and 388 were drivers and passengers in other motor vehicles. Of the 388 fatalities, 178 (45.9%) were not buckled up. If everyone had buckled up, about half of those victims should have survived. The 388 driver and passenger deaths included 22 (5.7%) children under the age of 16. Nine or 40.9% of these young victims were riding unrestrained.

Overall seat belt use in Colorado increased from 81.7% in 2008 to 81.1% in 2009. For children under age five, car seat use increased from 86.9% in 2008 to 87.2% in 2009. Seat belt use for children ages five through 15 increased from 71.3% in 2008 to 73.7% in 2009.

In 2008, 52 young drivers and passengers, ages 16 to 20, died on Colorado highways and 28 or 53.9% of these victims were not using seat belts. In 2008, 43 or 82.7% of these fatalities occurred with teen drivers at the wheel. Of these 43 fatalities, 32 were the teen drivers themselves and 11 were teen passengers. An additional nine teens, ages 16-20, died in motorcycle crashes in 2009. The 2009 seat belt usage rate for ages 16 to 20 was 80.6%, which is about .5% lower than the overall usage rate for Colorado.

Source: Safety and Traffic Engineering Branch (303) 757-9654

SAFETY PROGRAM

STATE HIGHWAY FATALITIES

	2004	2005	2006	2007	2008
TOTAL TRAFFIC FATALITIES	667	606	535	554	548
Alcohol-Related Fatalities	249	242	219	226	213
Motor Vehicle Fatalities	586	549	461	480	486
Motorcycle Fatalities*	81	87	74	90	98
Bicycle Fatalities	11	8	10	11	12
Pedestrian Fatalities	70	48	59	58	44
Other Fatalities	0	1	5	5	6
Fatalities per 100 million VMT*	1.46	1.26	1.10	1.14	1.15

*Motorcycle Fatalities are also included in Motor Vehicle Fatalities

Source: CDOT Safety and Traffic Engineering Branch, DTD and FARS

SCENIC AND HISTORIC BYWAYS

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. Currently, Colorado has 25 Scenic and Historic Byways. Eleven of the byways are also designated nationally by the U.S. Secretary of Transportation (nine are National Scenic Byways and two are All-American Roads.)
<http://www.coloradobyways.org>.

ADOPT-A-HIGHWAY

This program relies on volunteer groups such as service clubs, churches, scout groups, and employee associations, in order to clean up litter along our highways. CDOT provides litter bags, safety vests, and an informational video, and will haul the litter bags away.
<http://www.coloradodot.info/programs/adopt-a-highway>

SPONSOR-A-HIGHWAY

In 2004, the Adopt-A-Highway program was expanded to include corporate sponsorships for litter removal on Front Range highways. The program includes approximately 383 miles of highway and allows the program contractor to erect signs recognizing a corporation's financial contribution for litter removal. In exchange, the contractor will provide removal services on that sponsored segment of highway, typically once or twice a month. Contact Karrie Jones at 800-530-7168.
<http://www.coloradodot.info/programs/adopt-a-highway/sponsor-a-highway.html>

ROADSIDE MEMORIAL SIGNAGE

This signage program offers families of fatal crash victims an opportunity to honor and remember their loved ones while reminding motorists of their responsibility to drive safely and sober. An application must be completed and the applicant will be required to pay \$100 for the signs costs, installation, maintenance and removal.
<http://www.coloradodot.info/programs/memorial-sign.html>

CHAIN LAW AND CHAIN STATIONS

Colorado chain laws apply to every state highway, federal highway and Interstate throughout the state. When in effect, chains or an approved traction device must be used. In addition, Colorado law requires that chains be carried in/on a commercial vehicle traveling on I-70 between mileposts 133 and 259 (Dotsero to Morrison) from September 1st through May 31st and they must be used when required.

A vehicle is considered commercial if it is used in commerce to transport passengers or property if the motor vehicle:

- Has a gross combination weight rating of 26,001 lbs. or more, inclusive of a towed unit with a gross vehicle rating of more than 10,000 lbs.; or
- Has a gross vehicle weight rating of 26,001 or more pounds; or
- Is designed to transport 16 or more passengers, including the driver.

Levels of Chain Law:

Level 1 All single-axle combination commercial vehicles must chain-up

Level 2 All commercial vehicles are required to chain-up

I-70 Chain-up Stations (MM=mile marker)

Eastbound I-70:

MM 178, MM 183, MM 184, MM 187, 195, MM 203, MM 205, MM 219, MM 228, MM 241, MM 251, MM 289 and MM 343

Westbound I-70:

MM 358, MM 263, MM 260, MM 254, MM 228, MM 223, MM 221, MM 219, MM 213, MM 197 and MM 179

I-25 Chain-up Stations (MM=mile marker)

Southbound I-25: MM 157

Source: Permits (303) 757-9539

TRUCK SIZE AND WEIGHT LIMITS

Legal Width: 8'6"

Legal Height: 13'; vehicles with a height of 14'6" shall be operated only on highways designated by CDOT

Legal Length:

- 45' maximum – single unit – measured from extreme front bumper to extreme rear bumper
- 70' maximum – tractor/trailer(s) combination, not to exceed four total units
- No overall length limit for a tractor/trailer combination with a single trailer length of 57'4" or less
- No overall length limit for a combination of units with two trailers 28'6" or less in length ("Western Doubles")
- Federal Regulation: 97' maximum (Saddlemounts) not exceed four total units
- Federal Regulation: 97' maximum (Saddlemounts with Fullmount combination) not to exceed three pulled units
- 75' maximum specialized equipment used in combination for transporting automobiles or boats

Legal Axle Weights:

- Single axle – 20,000 lbs.
- Tandem axles – 36,000 lbs.; 40,000 lbs. non-interstate
- Tridem axles – 54,000 lbs.

Legal Weight Limits (Total weight must be distributed so that no axle grouping exceeds the maximum gross weight per legal axle weight limits):

- Two axle/Single unit – 36,000 lbs.
- Three or more axles/Single unit – 54,000 lbs.
- Three or more axles/Combination units – 80,000 lbs. Interstate highways; 85,000 lbs. Colorado non-interstate highways

Source: Permits (303) 757-9539

I-25 HOV/TOLLED EXPRESS LANES

I-25- Downtown Denver to US 36

Carpoolers and Motorcyclists: Access to the HOV lanes remains free. Remain in the lane marked "HOV" when passing through the clearly marked toll collection zone, the only section in the facility where you must drive in the designated lane.

Solo Drivers: Vehicles with a transponder will automatically be charged the designated toll rate. Those without a transponder will receive a bill in the mail. Remain in the *Express Lane* marked "toll" when passing through the toll collection zone, the only section in the facility where you must drive in the designated lane. Tickets will be issued for driving in the wrong lane and evading the toll.

Operation Schedule:

Morning: Between 5 a.m. and 10 a.m. (Southbound)

Enter: I-25 at 84th Avenue; 70th Avenue; US 36 at Pecos St. (HOVs can enter at Sheridan Boulevard but solo drivers cannot enter until Pecos Street)

Exit: 19th Street at Wynkoop Street; I-25 south of the 20th Street Bridge

Afternoon: Between noon and 3 a.m. (Northbound)

Enter: I-25 south of the 20th Street Bridge; 20th Street by Coors Field

Exit: I-25 north of US 36; 70th Avenue; US 36 at Pecos Street

Toll Rates:

AM		PM	
5:00-6:00	\$0.50	Noon-3:00	\$0.50
6:00-6:45	\$1.75	3:00-3:30	\$1.50
6:45-7:15	\$2.75	3:30-4:30	\$2.00
7:15-8:15	\$3.50	4:30-6:00	\$3.50
8:15-8:45	\$2.75	6:00-7:00	\$1.50
8:45-10:00	\$1.25	7:00-3:00a	\$0.50

To obtain a transponder:

- Go to www.expresstoll.com;
- Call EXpressToll® customer service locally at (303) 537-3470 or 888-946-3470



OTHER HOV LANES

US 36/Boulder Turnpike

HOV lanes on US 36 are restricted to carpools, buses and motorcycles at all times every day throughout the year.

The HOV lanes begin at I-25 or Pecos Street (there is a small portion east of Pecos Street where toll-paying vehicles are allowed) and continue until Federal Boulevard for westbound traffic. For eastbound traffic, the HOV lanes begin at Sheridan Boulevard and end at Pecos Street

US 85/Santa Fe Drive

Buses, carpools, motorcycles and all vehicles making left turns are permitted during restricted hours.

The HOV lanes begin at Bowles Avenue and end at Alameda Avenue for northbound traffic. For southbound traffic, the HOV lanes begin at Platte River Drive and end at Bowles Avenue.

Hours of operation: 6 a.m. to 9 a.m. for northbound traffic and 4 p.m. to 6:30 p.m. for southbound traffic.

State Highway 82

Buses, carpools, and motorcycles are permitted during restricted hours.

The HOV lanes extend from Basalt (milepost 23.9) to the Buttermilk Ski Area/Owl Creek Road (milepost 38.8).

Hours of operation: Monday through Friday, 6 a.m. to 9 a.m. for eastbound traffic and 3 p.m. to 6 p.m. for westbound traffic.

HOV PERMITS

A limited number of hybrid vehicles and vehicles using the following dedicated alternate fuels may use HOV lanes, with an approved CDOT permit, regardless of the number of occupants: **natural gas, propane, electricity, liquefied petroleum gas (LPG), and compressed natural gas**. The required decal for HOV lane usage may be obtained from CDOT by calling 303-757-9716. Applications for a hybrid permit can also be obtained at <http://www.dot.state.co.us/hybrids/>

ROAD CONDITION INFORMATION

CDOT provides 24-hour “real-time” traveler information including road and weather conditions, chain laws, highway closures, and construction/maintenance schedules and accident detours. In calendar year 2008, the road condition Web site received 700 million hits and 2.1 million people called the road condition hotline.

Road Condition Reports



www.cotrip.org or www.dot.state.co.us

Other DOT Road Condition Numbers

Kansas	(800) 585-7623*
Idaho	(888) 432-7623*
Nebraska	(800) 906-9069*
New Mexico	(800) 432-4269
Utah	(866) 511-8824*
Wyoming	(888) 996-7623*

*Has implemented 511 via your cellular phone. This service does not work with all cellular phone carriers.

COLORADO REST AREAS

Route	MM	Location
US 40	101	Hayden+
US 50	388.69	Hadley (E. of La Junta)
US 50	467.39	Holly
SH 139	55.9	Rangely
US 160	46.42	Cortez (6 mi East)
US 160	191.39	Shaw Creek*
US 287	55.20	Gobblers Knob
US 287	383.5	Virginia Dale+
US 287	407.8	Hugo
I-25	17.72	El Moro
I-25	74.39	Cuerno Verde- Colorado City*
I-25	111.69	Pueblo (Southbound)
I-25	114.99	Pueblo (Northbound)
I-25	268	Prospect Road, Fort Collins*
SH 340	.3	Fruita Welcome Center*
I-70	90	Rifle*
I-70	114.92	West Glenwood Springs
I-70	118.64	No Name, Glenwood Canyon
I-70	121.02	Grizzly Creek, Glenwood Canyon
I-70	125.13	Hanging Lake, Glenwood Canyon
I-70	128.5	Bair Ranch, Glenwood Canyon
I-70	160	Edwards
I-70	190	Vail Pass Rest Area+
I-70	226.51	Georgetown Overlook Pull-Out
I-70	254	Genessee Buffalo Herd Pull-Out
I-70	306.85	Bennett
I-70	332.01	Deer Trail
I-70	383.3	Arriba
I-70	437.6	Burlington*
I-76	180.5	Julesburg*
I-70	125	Sterling*
I-76	66	Wiggins

MM = Mile Marker

*Visitor information available

+Seasonal rest area

TYPES OF AIRPORTS

Commercial Service Airports provide scheduled air carrier and/or commuter service to surrounding communities. Commercial passengers are offered a multitude of terminal services including concessions, ground transportation options and parking. Many commercial service airports also provide an array of general aviation services and facilities for both the recreational and corporate traveler. Available services include refueling, instrument approaches, full-service fixed based operators, corporate hangars and general aviation terminal facilities. Colorado has 14 commercial service airports.

General Aviation Airports provide a full range of aviation facilities and services to business and recreational users. Full-service fixed base operations, instrument approaches, refueling, corporate hangars and general aviation terminals are the services provided. Some general aviation airports known as reliever airports even reduce congestion at large commercial service airports in certain metro areas by providing general aviation pilots with comparable landside and airside facilities. Colorado has 62 general aviation airports.

The State's airports have a variety of uses:

- Search and rescue
- Aerial fire fighting
- Air medical transport
- Public safety
- Agriculture
- Recreation
- Just-In-Time Shipping

FREQUENTLY CALLED NUMBERS

Road Conditions	511
Websites	www.cotrip.org www.coloradodot.info
CDOT Main Number	(303) 757-9011
CDOT Public Relations Office	(303) 757-9228
Traffic Operations Center (24-hours/day)	(303) 512-5826
RTD Schedules/Routes	(303) 299-6000
Colorado State Patrol	(303) 239-4500
Motor Carrier Enforcement	(303) 273-1875
Hazard Material Routes	(303) 273-1900
Colorado Motor Vehicle Division	
Driver Licenses	(303) 205-5613
Vehicle Registration	(303) 205-5607
Vehicle Titles	(303) 205-5608
Ports of Entry	(303) 205-5691
Emissions Program	(303) 205-5603
E-470 Highway Authority	(303) 537-3470
Northwest Parkway	(303) 533-1200
Public Utilities Commission	(303) 894-2000
US DOT/FHWA	(720) 963-3000
Motor Carriers Association	(303) 433-3375
Permits (Oversize/Overweight)	
Local	(303) 757-9539
Statewide Toll-Free	(800) 350-3765
Risk Management	(303) 866-3848
State Map Requests	(303) 757-9228
Bicycle Information	(303) 757-9982
Colorado Tourism Board	(800) 265-6723

Inquiries about this fact book may be directed to
Mindy Crane in the Public Relations Office
Colorado Department of Transportation
4201 E. Arkansas Ave., Room 277
Denver, CO 80222